

One delivery will be made by carrier.

KILLED BY A FALLING WALL.

TWO MEN DEAD AND SEVERAL INJURED.

ARREST OF THE CONTRACTOR IN HOBOKEN—THE CAUSE OF THE ACCIDENT.

The factory of the American Lead Pencil Company, is at Clinton and Fifth sts., Hoboken. The main building three stories high is in Clinton-st., and a wing one story high fronts in Fifth-st., to a distance of fifty feet. Recently the company desired to extend the Fifth-st., wing fifteen feet and the street was let to James Clary, of No. 74½ Jersey-ave., who said that he needed a builder all his life. Clary rented half of his contract to Henry McLane who lives on the Heights in Jersey City. The two men hired a dozen laborers and put them to work. The roof was torn off the Fifth st. wing and a ditch five feet wide and four feet deep was dug on the inner side of the end wall of the wing, which was about thirteen feet high.

The ground is boggy and filled with quicksand in that part of Hoboken and all foundations rest on piles driven into the earth. Piles were driven by Clary's workmen into the foundation trench on the inner side of the end wall. Then "caps" or beams to rest on top of the piles were dragged from the street into the inner trench while several workmen dug a second trench on the outside. As they dug up against the end wall which had not been braced and the roof being off it stood without support.

To hasten the disaster the laborers in the inner trench dug away the earth next to the wall to make room for the "caps." Suddenly a cracking sound was heard and the entire wall toppled over toward the inner trench burying the workmen under the brick.

Shortly after 9 p. m. yesterday, the accident occurred. The falling wall and the cries of the men created a slight panic in the factory where 300 people were at work, but it was soon quieted. The men who were injured joined vigorously in digging out the buried laborers. John Connors, a trencher covered with brick five feet deep. John Connors, age forty-five, of No. 263 Willow-st., and James McGee, of No. 180 Jersey City, were killed. They were dragged out dead. Henry McLane, contractor, was dragged out insensible, covered with bruises and with his skull fractured. John Connors' right arm was broken. Jerry City, was rescued with his right eye cut off. He was unconscious about the head and face. Peter Garber received slight cuts about the head. George Jones, No. 235 Fourth-st., Jersey City, was passing in the rear of the wall when it fell and was struck by a flying brick and slightly injured.

The dead men were taken in charge by undertaker Clark who removed them to his shop in Washington-st. Connors had been twenty years in this country coming from Cork, Ireland. He leaves a widow and six children. Hackett was thirty-one years old and was married to St. Mary's Hospital and his injuries pronounced fatal. He is a married man with a family.

Two hours after the accident Coroner Haughey held an inquest at the city hall. He asked the City Engineer if he furnished \$3,000 bonds. Mr. Berger, president of the company went in his bond. Clary said to a Tribune reporter that he was away from the place at the time and knew nothing of the accident. It was reported that the scene that more than two lives were lost, but a fact of the roll by Foreman Hoffman of the factory showed that no more were missing.

RAILROAD INTERESTS.

A NEW ROAD INTO CHICAGO.

CHICAGO, Aug. 7 (Special).—The true "inwardness" of the movement made by the Wisconsin Central to get an entrance to Chicago and the mystery surrounding the passage of an ordinance by the Common Council recently granting terminals and right of way to the Chicago and Great Western is explained by the developments of the Baltimore and Ohio as no terminal facilities at Chicago and plans to build a new Illinois Central's tracks on Baltimore road, or other local privileges. It has been induced to take hold of the new project by the Wisconsin Central, that has paid \$5,000,000 at the disposal of the Chicago and Great Western to be devoted to purchasing and condemning property, building double track and conducting freight yards. About \$200,000 has been expended in carrying out the plan. The needed property and the total sum of \$5,000,000 is available when wanted. The Baltimore and Ohio share in the plan has been kept quiet and was unknown outside of those connected with the project.

It is also stated that Colonel Frederick Grant, through the friendship of the younger Garrett had been let in for the engineering department. It will take about two years to complete the work.

TESTING IN MOUNTAIN GROVE.

MOUNTAIN GROVE, Penn., Aug. 7 (Special).—The tenting here today, has been thoroughly chilled. The rain falling at 5 o'clock this morning cooled throughout the day. All the services were held in the barns. The Rev. Dr. D. S. McCabe, secretary of the Missionary Society of the Methodist-Episcopal Church, delivered two discourses upon the subject of missions. In the course of his remarks he said that the church was on the eve of the conquest of the world. The society has 125 applicants for work in foreign lands. The Rev. Dr. McCabe said that the secretary has 2,500 missionaries employed in this country. The speaker was glad that the cattle were being sent to the mountains. The Rev. B. K. Kersey, of Morristown, preached a forcible sermon in the evening. Tomorrow a Grant memorial service will be held. Address given by the Rev. R. E. Wilson, on Grant's military career; the Rev. D. M. Monroe, on Grant's military career; the Rev. E. W. Yocum, on his character as a man.

THE WRECK OF THE BRIG MARY CELESTE.

BOSTON, Aug. 7.—In the case of the brigantine celeste, William G. Lewis testified to-day as to Captain Parker's reliability and ability. He considered him a very capable man. The witness also testified that he had seen the wreck of the ship lying on the Haystack Cove in Boston. He said the poorest quality of goods was usually shipped to Haytt. "In dealing with our house in Haytt," continued the witness, "we usually invoice the goods at their cost. Goods shipped to some persons are greatly over valued. I have seen many manifests where goods were invoiced at six times their value. In insuring goods it is impossible to insure the value. There are honorable merchants in Haytt. It is not a general thing to invoice goods that are worth ten times their market value. It is a usual thing to ship dry goods selling for Haytt."

WIFE WHO IS NOT TALKATIVE.

PHILADELPHIA, Aug. 7 (Special).—A suit was brought this morning by Deborah Germer against her husband, a merchant, for a divorce. She claimed she was three, and for absolute divorce. Testimony was given that the wife had been badly neglected for an amount. Mrs. Annie Bitters, who witnesses declared, frankly made the remark that Mr. Germer loved her better than he did his wife, because the latter had no conversational powers. Germer swore in his own behalf that he could not talk. He said he was a poor fellow, and of his wife. "I think" said he, "I have a right to kiss her. It is a custom of Denmark to kiss the wife's attentiveness. I consider it my duty, and means no harm by it." His case was continued.

AN ARCHITECT KILLED BY A TRAIN.

ATLANTA, Aug. 7 (Special).—G. F. Humphreys, an architect of considerable name in Georgia, while attempting to jump over a moving train of the Southern Railway near the city limits, was thrown under the cars and killed. He was a long time travelling passenger agent of the New York, Pennsylvania and Ohio Railway with headquarters at New Orleans and has hosts of friends in St. Louis along the Mississippi River.

THE STEAMER HUMACO ASHORE.

EASTPORT, Me., Aug. 7.—The vessel ashore on Matt's Ledge, which was supposed to be the Crossed, is the steamer Humaco. She was bound for St. John to load deals for Liverpool. She was found on the ledge and will be in a dangerous state. Her crew was saved. The steamer Landanow, of St. John, has gone to the scene of the wreck and will bring back the body of the captain and the remains of the Spanish flag.